

AMONG AUTOMOBILISTS OF THE WORLD

EIGHT MACHINES SOLD THIS WEEK

von Hamm-Young Has Placed Several Hupmobiles In Honolulu.

The von Hamm-Young Company has had a busy week, having added eight names to the honor roll, two of which respectfully request that their names be withheld from publication as they wish to give their friends a surprise party.

The Honor Roll this week consists of Mr. M. E. Silva, Dr. Mitamura, Mrs. Frederica Maguire, Mr. O. H. Walker, Mr. John Todd, Trent Trust Company.

M. E. Silva purchased a fore-door Hupmobile touring car to be used in his business as a "first-call" wagon. This will be a very useful addition to his business as it will enable him to do so much more work, and also his work may be accomplished with that much more speed. Mr. Silva has previously had a touring car which he has used for pleasure purposes, and realizes that to keep up with the times as he always has he would be required to purchase a "first-call" wagon of the automobile type.

Dr. Mitamura, after looking around about four months and giving all the small runabouts a thorough and careful test, came to the conclusion that for a small car the Hupmobile was the most serviceable and economical of all the cars to be seen. He placed his order this week for an open runabout to be delivered as soon as possible. Dr. Mitamura also has a Cadillac touring car, from which he states he has had a most agreeable experience for the past two years. He has driven this car quite a few thousand miles with very little expense and it has always been in commission. The Doctor will still keep the Cadillac for touring service.

Mrs. Frederica Maguire was another purchaser of a Hupmobile, having selected a fore-door touring car. Mrs. Maguire has learned to operate her car already, which she mastered after a very few lessons, and can be seen down amongst the busy streets dodging in and out amongst the vehicles like an old hand.

Mr. O. H. Walker of the Coyne Furniture Co. bought a double-rumble roadster for his personal use. Mr. Walker considers that a little open-air exercise in the way of operating an automobile is a very good investment.

The von Hamm-Young Company sold to Mr. John Todd of Kona a Model 49 Overland touring car of the four-passenger, selective type, 4-cylinder model. The Overland seems to be holding its own in the sales of medium priced cars and seems to stay out of the repair shop about as well as any of the other makes, and a great deal better than a great many of them.

The Trent Trust Company placed an order with the von Hamm-Young Company for a Cadillac demi-tonneau of the 1911 model. This car is to be delivered as soon as possible. This is the third machine that the Trent Trust Company has owned and in their selection of a Cadillac it may be noted that after having watched the success of all the different makes of cars owned in Honolulu that this time they have selected the car which is best adapted to their business. As the newspapers all say, trying to sell real estate without the use of a Cadillac is like trying to do business without advertising.

A Cadillac demi-tonneau and an Overland touring car were the two cars purchased by the patrons who withheld their names.

Mr. W. W. Goodale of Waialua is the owner of three Cadillacs, one being a 1909 runabout, which is in constant use around the plantation, and one a 1911 model touring car. Last week Mr. Goodale brought his runabout into the von Hamm-Young Company's big repair shop and stated that although the car was running very nicely he considered that it deserved a thorough overhauling as it has been running for the past two years constantly and has made a mileage of 27,000 miles. This is the first time that this car has even been overhauled, which is a wonderful record for any machine to have, as this car has been constantly in use in and around the plantation, over all kinds of roads, and under very severe conditions, and has never been spared in the least. The von Hamm-Young Company has stripped this machine and thoroughly overhauled it, but in doing so found very little work to do and very few parts to replace. There was nothing seriously wrong with the machine, and nothing broken, which is a record the von Hamm-Young Company is justly proud of.

The road conditions at times between Honolulu and Waialua are very trying and after a heavy three-day rain are practically impassable in spots, and a car being used in this service by a busy man like Mr. Goodale, to

whom time is a great factor, must necessarily be able to stand a great deal.

"Butch" Heilbron, who is touring California in his Model X Stevens-Duryea touring car with his family, made a very complimentary remark to a Honolulu man who has recently gotten back from San Francisco. "Butch" said, "I have been touring all over California up through Lake county, Placer county and down South, and I will tell you that you've got to go some to beat the Stevens-Duryea. We haven't had one single bit of trouble, and only one puncture in all the time that we have been on the road." This certainly speaks well for the Stevens-Duryea car, being handled by a man who is practically an amateur at the game. Mr. Heilbron is operating his car himself and says that as long as he drives a Stevens he does not need the aid of a chauffeur even though he is away off in the country, a long way from a repair shop.

The von Hamm-Young Company is considering very seriously changing the construction of the front doors of their big garage from wood to cast-iron, owing to the great fascination which the new fenders of some of the recently purchased cars seem to have for these doors.

A very snappy article taken from an Eastern publication reads: "We have all read the old adage 'Some are born great, some achieve greatness, while some have greatness thrust upon them.' This worthy saying could not possibly be more applicable to anything in the world than to the new Packard six-cylinder car which is now being manufactured by the Packard Motor Car Co.

"As to being born great, there is positively no car in the world which has ever come as near to the point of perfection on its completion as the new 'Six.' It has accomplished more than all the other makes of cars as to ease of riding, smoothness, power and refinement, thus achieving greatness, and has had greatness thrust upon it by creating such a wonderful interest among people who have always been strong for certain other makes of cars.

"One of the great improvements on the Packard for 1912 is the increased wheel-base, which allows for a wider entrance and door for the tonneau. The Bosch ignition system on the six-cylinder car is one of the attractive features; as it has been proven by theory and practice that the Bosch system is the only real satisfactory ignition system for a six-cylinder automobile engine. The short lapse of time between the firing points representative breaker, with which the Bosch magneto is equipped."

The von Hamm-Young Company has already accepted deposits on six 1912 Packard cars. This is surely starting the season off with a regular foot-ball rush, and from present outlooks the business this year in the Packard line is certainly going to be a record-breaker.

A well-constructed and satisfactory car should be capable of traveling between 50,000 and 100,000 miles and the most economical way to cover this distance is by continued service from one car, if for no other reason than that the first time a car is used it is made second-hand and depreciated from 20 to 25 per cent, not as a service article, but from a selling car's used to travel a distance that could be covered by one car, with depreciation reckoned on each of the several, the result will be more costly than with one car, with depreciation is the first instance only and maintenance throughout its full usefulness.

The Milwaukee (Wis.) County Board has practically begun work on widening and parking the Janesville Plank road, a famous turnpike and trunk road leading southwest from Milwaukee. The present 66-foot roadway will be widened to 150 feet, with a parkway in the center measuring forty feet. Abutting property owners have donated the necessary land and the board has appropriated \$25,000 for starting the work, which is estimated to cost approximately \$15,000 a mile.

The Chicago Automobile Club has instituted a new form of amusement for its members and their families. It is what is termed a "Family Tour," on the same line as the sociability tours of the past.

Since the Callan law went into effect New York State has received more than \$7000 in fines imposed upon reckless automobilists and chauffeurs. This money is to go to the road improvement fund.

ORDERED 500 CARS IN APRIL

Packard Trucks Shown to Be More Economical Than Horses.

The fire truck recently placed in commission at North Braddock, Pa., shows what can be done in adapting a commercial vehicle to the requirements of public service.

It is a Packard truck chassis with special body and equipment supplied by Albert F. Leuschner of Homestead, Pa. The stepboards, tool boxes, hose basket and brass railings are rated as part of the body. The equipment includes porch ladder, roof ladder, thirty-two foot extension ladder, axe, crowbar, rotary pump, two Babcock extinguishers and two twenty-five gallon brass chemical tanks. It is so designed as to carry additional tanks of larger capacity as well as standard fire hose. The cost of the special body and equipment complete is \$1189.00.

The chief or captain has the seat beside the driver and the other fire fighters are ranged on the running boards.

Increased efficiency was the consideration which prompted the North Braddock Commissioners to displace horses with this truck.

In April orders for an even five hundred cars were received at the Packard factory, which is the largest month's business in the history of the Company.

The Detroit Police Department has issued a statement bearing on the use of Packard motor patrols in the police service for six months from October 1, 1910 to April 1, 1911.

"The installation of Packard automobiles in place of horse-drawn patrols has been remarkably successful in this department," said Police Commissioner Croul. "During the six months we have shown a saving of \$7,112.51 in favor of the automobiles and in addition we have derived almost endless benefits on account of

the greater speed and distance the automobiles travel."

Below is given an official summary showing the work performed by the seven Packard motor patrols in the period mentioned, and the cost as compared with the horse patrol system:

Number of calls responded to, 13,353; number of miles traveled, 34,386; emergency calls involving removal of injured persons to hospitals or homes, 719.

These motor patrols have replaced thirty-six horses, ten patrol wagons, twelve patrolmen and two hostlers. To maintain the service with horse-drawn vehicles would have cost \$9,158.00.

This figure compared with \$2,045.49, the cost of maintaining the motor patrols, shows a balance of \$7,112.51, which represents the saving effected by the use of automobiles during the six months' period.

In the table showing the cost of operating the motor patrols no reference is made to crews, as the cars are manned by patrolmen in the regular service of the department. In making the comparison, twelve patrolmen are listed in the second table as additional men whom it would be necessary to employ in order to perform the same service with horse-drawn vehicles.

A St. Louis millionaire, who is a prominent member of the Aero Club of St. Louis, is reported to have made a bet of \$1000 with a fellow member that the Atlantic Ocean will be crossed by an aeroplane in eighteen hours inside of two years. This would mean an average of 162 2-3 miles an hour for the approximately 3000-mile trip from New York to London.

The Indianapolis Automobile Trade Association is arranging to conduct a tour during the forthcoming season in which only Indiana-made cars can participate. Each of the forty-three Indiana manufacturers will be invited to enter cars and the route will be through several of the neighboring States. It is believed nine days will be required for the run.

The committee of the Aero Club of America in charge of the aviation meeting at Belmont Park, L. I., definitely decided to hold the meet on May 27, 28, 29 and 30, which will include Sunday and Memorial Day.

TRICKS RELIED ON BY ATHLETES

Sheppard in Columbian Tells of Things Some Men Practice.

BAND CONCERTS FOR PUBLIC BATHS NOW

Band concerts are to be given at the public baths at Waikiki, the only public concerts given on the beach with the exception of those at hotels. The Board of Supervisors has decided that band concerts have been somewhat neglected in the past and will make up for it.

The band-stand that has been in Kapiolani park is today being moved to the public baths and hereafter, there will be no concerts in the park, unless there is more demand for them than there has been. The Supervisors say that the Kapiolani concerts have been poorly attended for many months but that the public baths will be crowded. Contractor Ouderkirk is moving the band-stand.

SOME CAUSES OF TIRE TROUBLE

The wheels of a car should always run exactly parallel. Anything which prevents this will cause tire-trouble. Too much play in the axle-end bearings, too great a freedom in the steering joints or possibly a bent spindle or axle-end invariably exacts its penalty.

Brakes, too, when they are out of order, do damage to tires. Should only one of the back wheels lock when applying the brakes the tire on the slipping wheel will surely be injured.

Another kind of tire-trouble arises from weakened springs. Every time the car jolts badly the upper part of the tire rubs against the mudguard

and as a result the envelope is damaged.

Driving chains also are often the cause of injury to tires. If the chains are slack, the swinging motion produced by the car in running, will cause the lower part of the chains to strike the sides of the tires.

When the chain-line is too close to the tires or when the chain bolts are too long, they rub the envelopes, making oblique scratches on the rubber. These cuts or scratches on the inner side walls of the tires are crossed at regular intervals, first when the bolts pass on the upper and again when they pass on the lower part of the side walls.

Oil or grease from leaky or over-filled tanks should not be permitted to reach the tires, because oil and other fatty substances are most injurious to rubber.

Many money-saving suggestions for motorists are found in "The Book of Elbendum," published and distributed free by the Michelin Tire Company, of Milltown, New Jersey.

WHAT IS THE STANDARD CAR

What is the size, capacity and price of the standard motor car of today?

Automobile makers of long experience are pretty well agreed that there is a marked inclination among buyers during the present season to depart from any former inclination they may have had to favor cars of extreme power and capacity as well as those of low value and small capacity and to settle upon a car of a certain standard size and price.

Formerly it was customary for people who had the means to buy a car of extremely high price with extravagant power, regardless of weight, the size of the family and the uses to which the car was to be put. Each buyer seemed to try to outdo the other. A little later there was a marked increase in the sales of cars of low value and small capacity, under the influence of those makers who sought to build up a large temporary business by inducing the public to believe that the low priced car, long anticipated, had arrived.

Between the two there have been a few cars selling at a medium price which are made in factories with the most complete facilities and these cars have gradually been assuming leadership in sales to the most careful buyers.

The demand among automobile buyers this year is for a medium sized, medium priced, five-passenger touring car and one equipped with a motor of sufficient power for any ordinary service.

The most popular cars in America today and the staple selling car in all lines is the medium priced car ranging in price from \$2000 to \$3000. These cars are sold at a price which guarantees good quality and they are of the size and power desired by most people.

Moving pictures are the latest means which the E. M. F. Company of Detroit is preparing to use to demonstrate the E. M. F. "30" and "Flanders" "20" motor cars.

George E. Keller, general sales manager, has mapped out a 15,000 miles itinerary which he expects to cover with a picture film, several thousand feet long. The pictures include every step in manufacture of the machines.

Thirteen thousand dollars the railroads' revenue off one day's shipment of automobiles is a good example of the enormous traffic in motors. This sum represented the cost of shipping 108 carloads of cars, which the United States Motor Company sent out one day last month.

The machines were consigned to twenty-seven different States. This was not an unusual day's business, as the record of shipments for the month of March shows that the railroads took 2639 carloads of machines from the factories.

A broken link in the steering gear can be repaired by placing the broken ends together and fastening a rod or a piece of gas pipe against the link, winding the wire the entire length of the rod. Anything but slow running with his repair is out of the question.

An application of a proper oil is considered a good remedy for a harsh or fierce clutch. Castor oil is universally used, and a good way is to soak the complete clutch in it over night. This will cure a case of harsh leather, but it may be that the trouble is only a lack of adjustment of spring tension.

The first entry for the Elgin national stock chassis races, August 24 and 25, has been made by Ralph Mulford, winner of the championship last year. Although the entry blanks for the event have been distributed and sent out, Mulford has notified the Elgin Motor Club to enter him.

AUTO DEALERS TAKING FLYERS

Aeroplane Agencies Being Sought By Gasoline Engine Men.

A combination of the aeroplane and automobile businesses by automobile dealers, making the demonstration and sale of flying machines possible in many American cities, is predicted by those who have watched events in these two fields of gasoline motor utility.

Indications of this future turn of business are seen in a number of towns where individuals and firms now selling automobiles have also secured the agencies for aeroplanes.

A few days ago the Franking Auto & Supply Company of Milwaukee became agent for the Bieri, Farnum, and Curtis types of aeroplanes in the state of Wisconsin. The Butte Novelty Works of Butte, Mont., has taken up the Curtis type. Both of these firms are dealers in Franklin air-cooled automobiles.

The knowledge of the gasoline motor, gained through selling automobiles, has, in some instances, led to more than a desire to sell aeroplanes, and Ralph C. Hamilton, the Franklin dealer in Los Angeles, is building one, using a motor from one of his cars.

The dealers who have entered the flying machine business are assured of a good income from their automobile trade while they are developing the aeroplane business. This, it is claimed, will enable the air-craft trade to be developed without the handicap which it would have if the airship dealer had no other business, for it is not expected that sales will be extremely numerous at first.

The interest of automobile dealers in the aeroplane is said to be due to similarity between the two machines, each of which depends for its success upon the gasoline motor, and each of which furnishes possibilities for great speed and the exercise of courage and skill.

A member of the Franklin Auto & Supply Company, in commenting on the fatalities due to aeroplane use, said that there are approximately 1800 aeroplanes in use at the present time with about 1000 operators, of whom 450 are licensed, and of which latter number there are only 18 in the United States. The number of automobiles and street cars in service, with the number of fatalities due to these each year, he said, made the airship casualty rate quite low in comparison.

CADILLAC SETS ANOTHER DISTANCE RECORD IN WEST

Climbing mountain grades and plowing through deep sand, a Cadillac touring car has established a record for the distance between Spokane and Walla Walla, Wash., that seems likely to stand for some time. The distance is 326 miles, and the car averaged 27.6 miles an hour for the entire run, at times attaining a speed of 55 to 60 miles an hour. The total running time was 11 hours, 48 minutes.

People in the towns through which the car passed had been told of the race against time and in almost every town on the route assembled in crowds to see the car and crew go through. At Walla Walla the car was met by a large escort of automobiles.

The start was made from Spokane at 4:30 o'clock in the morning and covered the 163 miles to Walla Walla in 5 hours, 55 minutes running time, while on the return two minutes were clipped from that time.

It was only recently that a Cadillac made a record round trip between Los Angeles and San Francisco, its elapsed time being 39 hours, 8 minutes for the 974 miles. This was followed almost immediately by the run of aning through deep sand, a Cadillac former time by six hours and a half—a record which stands for 947 miles of the roughest and most difficult going on the Pacific coast.

Several weeks ago a Cadillac car performed the first practical service ever rendered by an automobile in actual warfare by conveying wounded from the field of the first battle of Agua Prieta, the Mexican town just across the border from Douglas, Ariz.

When the battle of April 13 occurred at the same town, several residents of Douglas were killed by bullets which crossed the international boundary, and President Taft desired to send a message to the Mexican federal and rebel troops, warning them not to fire again into United States territory. No United States army officer was permitted to cross the line to carry the message and a Cadillac was engaged.

Flying an American flag and manned by three civilians, the Cadillac proceeded inside the insurgente lines. The men stated their mission and were permitted to proceed eight miles south, where the message was delivered to Gen. Reynaldo Diaz, in command of the federal troops.



THIS model possesses, in the highest degree, those important advantages that are peculiar to the Six Cylinder Type. It runs at a foot pace, and by the mere pressure of a pedal climbs hills or accelerates to express train speed. The motor operates smoothly at all speeds.

¶ In addition, and very important, The Locomobile Six is notably economical in the use of tires, the consumption of fuel, and the time needed for upkeep.

¶ As to the fundamental virtues of Safety and Reliability, it is a typical Locomobile—a car of the highest quality of material, workmanship and inspection. It is a thoroughly tested and highly developed model.

¶ The Locomobile Six is made and distributed by an experienced organization whose equal aim is to build the finest cars possible and to render such attentive service to owners that each Locomobile will give that complete and permanent satisfaction for which it was built.

¶ Four Cylinder and Six Cylinder models.



Schuman Carriage Co., Ltd.,

Agents

